

## Maryland Historical Trust Determination of Eligibility Form

**Property Name:** Union Railroad

**Address:** Between O'Donnell Street and Pulaski Highway, East of S.  
Haven Street

**City:** Baltimore **Zip Code:**

**USGS Quadrangle(s):** Baltimore East

**Property Owner:** **Tax Account ID Number:**

**Tax Map Parcel Number(s):** **Tax Map Number:**

**Project:** Red Line Corridor Transit Study **Agency:** Maryland Transit Administration

**Agency Prepared By:** John Milner Associates, Inc.

**Preparer's Name:** Katherine Farnham **Date Prepared:** 03/16/2010

**Documentation Is Presented In:**

**Preparer's Eligibility Recommendation:** Eligibility Recommended X Eligibility Not Recommended

**Criteria:** A B C D **Considerations:** A B C D E F G

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

**Name of the District/Property:**

**Inventory Number:** **Eligible:** Yes **Listed:** Yes

**Site Visit by MHT Staff:** Yes No **Name:** **Date:**

**Description of Property and Justification:** *(Please attach map and photo)*

This documentation is an addendum to the original DOE form completed for the Union Railroad in 2008 by EAC Archaeology. The original documentation of the Union Railroad included only the open portion of the line lying between Boston and O'Donnell Sts. This sector was determined eligible by MHT (2/5/2009).

The current Section 106 investigation for the Red Line Transit Study includes the Union Railroad's right-of-way between O'Donnell St. and Pulaski Hwy. This line was established ca. 1873. The surveyed area includes the trackbed, cuts, retaining walls, and two post-1930 girder bridge overpasses. The former Union Railroad right-of-way is abandoned north of O'Donnell St. The westernmost trackbed is clear and has intact wood ties from O'Donnell St. north to a chain-link gate behind 601 S. Haven St. Beyond the fence, the right-of-way adjoins an industrial property and the trackbed is used for materials storage and parking. From this point north, the railroad line is long-abandoned and mostly overgrown with brush, shrubs, vines, and large trees.

Proceeding north, the line is at or above-grade from the gate until after it crosses Eastern Ave., at which time it descends significantly below grade due to changes in the surrounding topography. Original stone retaining walls are extant on the west side of the tracks within this sector. One area of the tracks just north of Eastern Ave. is used for industrial storage by businesses on S. Janney St. A modern bridge spans the line at E. Lombard St., where the railbed is sunken well below grade. A

## MARYLAND HISTORICAL TRUST REVIEW

Eligibility Recommended: X Eligibility Not Recommended:     

Criteria: ~~X~~ A B C D Considerations: A B C D E F G

MHT Comments: This <sup>Entire RR line should be evaluated.</sup> segment retains sufficient integrity to convey its significance.

Reviewer, Office of Preservation Services

Reviewer, National Register Program

Date \_\_\_\_\_

Date \_\_\_\_\_

# NR-ELIGIBILITY REVIEW FORM

B-5163

Union Railroad

Page 2

smaller steel girder bridge from a B & O siding crosses the cut just north of Lombard St. The 1953 Sanborn Fire Insurance Map notes that this below-grade sector is "inaccessible." The line rises back to grade to the north of E. Lombard St. At Fairmount St., where the line is slightly above grade, the right-of-way has been completely cleared. Removed wooden ties and original rusticated stones from the walls are piled haphazardly in a wooded area along the east side. Another small part of the trackbed north of Fayette St. is used for gravel piles. The trackbed remains elevated above grade where it crosses over Pulaski Hwy. and then curves toward the west.

The Union Railroad crosses two steel-plate girder bridges along its route from O'Donnell St. to Pulaski Hwy. The first is a four-track girder bridge across the Eastern Avenue Underpass (B-5173). This girder bridge was constructed ca. 1930 as part of the underpass project, which lowered Eastern Ave. beneath three railroad lines in the vicinity and eliminated the grade crossing. The second Union Railroad girder bridge, a smaller two-track span constructed ca. 1935, crosses Pulaski Hwy.

A short distance south of Fayette St., a single-track siding once curved off toward the east and then north to serve two industrial properties between Fayette St. and Pulaski Hwy. Track ties and low stone retaining walls from the above-grade siding are extant at this location, but the siding disappears completely at Fayette St. The date of this branch is not known.

The O'Donnell St.-Pulaski Hwy. sector of the Union Railroad shares the historical significance of the segment originally documented, which was determined eligible for meeting National Register Criterion A. Although the track rails have been removed from this particular sector, it appears to retain at least some of its infrastructure (track bed, cuts, and retaining walls, with the exception of a cleared area at Fairmount St., where all the remaining elements have been uprooted and piled to the side. Two 1930s girder bridges are a later addition to the 1873 original construction, but it can be argued that these have assumed significance of their own. The surrounding neighborhood remains industrial in character, and at least one industrial property has spilled over into the right-of-way.

However, the line's integrity is impacted significantly by longtime disuse and the dense growth of vegetation over most of the sector. Most of the right-of-way is not accessible due to overgrowth, private property, fences, and topography, making full investigation of the line's infrastructure impossible. The vegetation obscures all sightlines along the corridor and eliminates the visibility of most features. One visible area at Fairmount St. has had all railroad infrastructure removed and does not provide a clear picture of the line's trajectory. In addition, the sector no longer retains the setting, feeling, or association of a railroad corridor, and its design, materials, and workmanship are not visible except in a few scattered places. In its current condition, it does not convey its significance, and does not appear to meet the requirements for National Register Criteria A, B, or C. This sector of the railroad line was not evaluated for eligibility under National Register Criterion D. This sector of the Union Railroad is recommended not eligible for the National Register of Historic Places.

Gunnarsson, Robert L. *The Story of the Northern Central Railway: From Baltimore to Lake Ontario*. Sykesville, MD: Greenburg Publishing Company, 1991.

Netzlof, Robert T. "Corporate Genealogy of the Union Railroad," 2002. Source: *Valuation Reports* vol. 22, pp. 524-525, 532-533. Washington, D.C.: Interstate Commerce Commission, January 1929.

## MARYLAND HISTORICAL TRUST REVIEW

Eligibility Recommended: ☐

Eligibility Not Recommended: ☐

Criteria: ☐ A ☐ B ☐ C ☐ D

Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

MHT Comments:

\_\_\_\_\_  
Reviewer, Office of Preservation Services

\_\_\_\_\_  
Date

\_\_\_\_\_  
Reviewer, National Register Program

\_\_\_\_\_  
Date

**NR-ELIGIBILITY REVIEW FORM****B-5163****Union Railroad****Page 3**

P.A.C. Spero & Company. Historic Highway Bridges in Maryland: 1631-1960. Prepared for Maryland State Highway Administration, 1995.

Rukert, Norman G. Historic Canton: Baltimore's Industrial Heartland and its People. Baltimore: Bodine & Associates, Inc., 1978

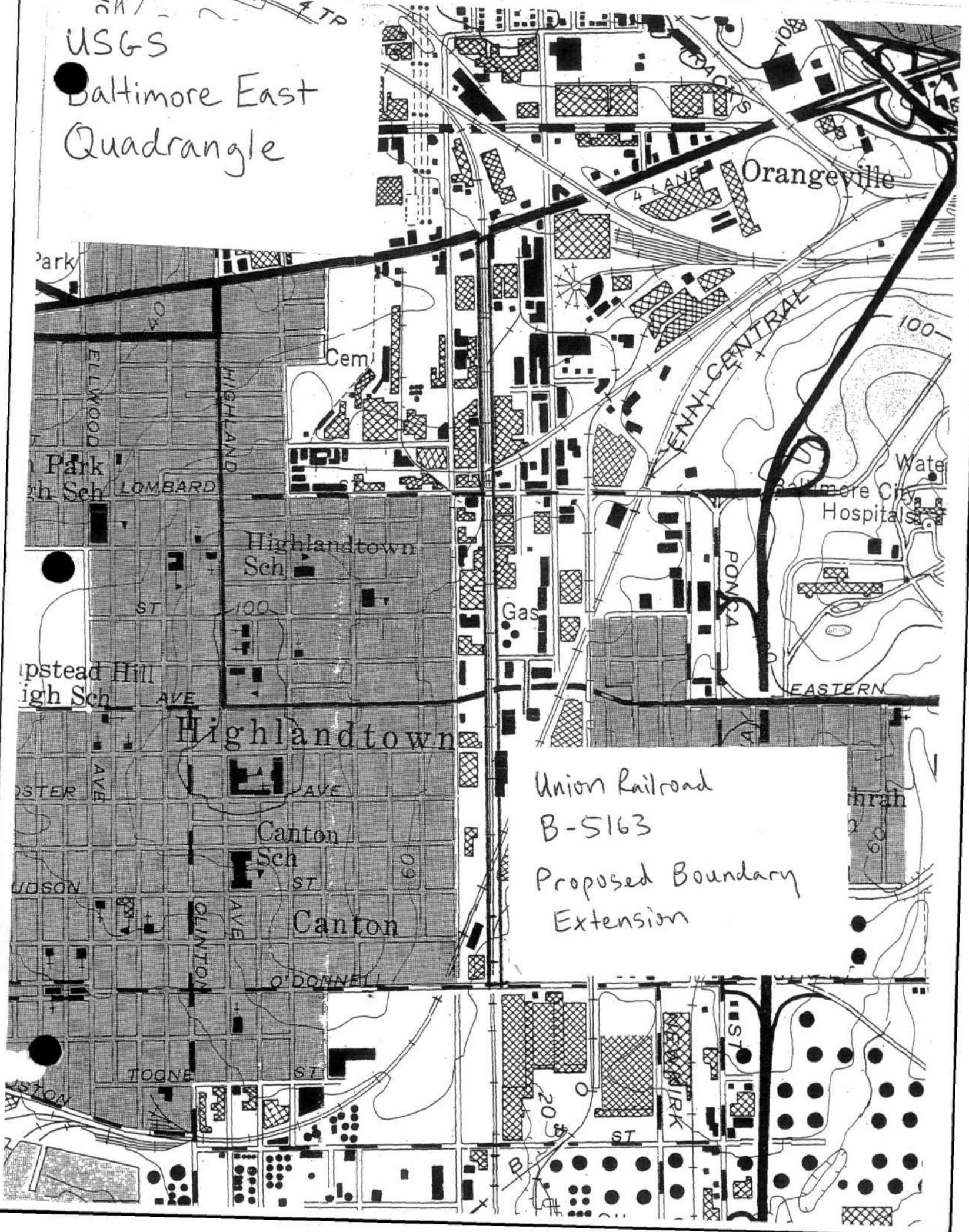
Zembala, Dennis M., ed. Baltimore: Industrial Gateway on the Chesapeake Bay. Baltimore: Baltimore Museum of Industry, 1995.

**MARYLAND HISTORICAL TRUST REVIEW**Eligibility Recommended: ☐Eligibility Not Recommended: ☐Criteria: ☐ A ☐ B ☐ C ☐ DConsiderations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

MHT Comments:

\_\_\_\_\_  
Reviewer, Office of Preservation Services\_\_\_\_\_  
Date\_\_\_\_\_  
Reviewer, National Register Program\_\_\_\_\_  
Date

SH / - - - - - TR  
USGS  
Baltimore East  
Quadrangle



Union Railroad  
B-5163  
Proposed Boundary  
Extension





B-5163 (Addendum)

Union Railroad

Baltimore City, MD

S. Traum

1/2008

MP SHPD

View of tracks looking NE from O'Donnell St.

# 1 of 12



B-5163 (Addendum)

Union Railroad

Baltimore City, MD

S. Traum

1/2008

MD SHPO

View of tracks looking N from near Dillon St.

#2 of 12





B-5163 (Addendum)

Union Railroad

Baltimore City, MD

S. Traum

8/2009

MD SHPO

View of tracks & gate, looking N, near 715. S. Haven

# 3 of 12



B-5163 (Addendum)

Union Railroad

Baltimore City, MD

S. Traum

8/2009

MD SHPO

View to S. from bridge over Eastern Ave

# 4 of 12



B-5163 (Addendum)

Union Railroad

Baltimore City, MD

K. Farnham

7/2008

MD SHPO

Bridge over Eastern Ave, view to N

# 5 of 12





B-5163 (Addendum)

Union Railroad

Baltimore City, MD

K. Farnham

1/2008

MD SHPO

Bridge over Eastern Ave., middle track, looking N

#6 of 12



B-5163 (Addendum)

Union Railroad

Baltimore City, MD

S. Traum

8/2009

MD SHPD

View of stone retaining wall from Lombard St bridge,  
looking SW

# 1 of 12



B-5163 (Addendum)

Union Railroad

Baltimore City, MD

K. Farnham

10/2009

MD SHPO

View to S of vacant area at Fairmount St.

#8 of 12





B-5163 (Addendum)

Union Railroad

Baltimore City, MD

K. Farnham

10/2009

MD SHPO

View to NW at Fairmount St. showing discarded rubble,  
railroad ties and original rusticated stone from Union RR

#9 of 12



B-5163 (Addendum)

Union Railroad

Baltimore City, MD

S. Traum

8/2009

MD SHPO

Retaining wall at Fayette St, looking SW

#10 of 12



B-5163 (Addendum)

Union Railroad

Baltimore City, MD

S. Traum

8/2009

MD SHPO

Remains of trackbed near Fayette St., looking S

#11 of 12





B-5163 - Addendum

Union Railroad

Baltimore City, MD

S. Traum

8/2009

MD SHPO

Union RR bridge over Pulaski Hwy., view to SE

# 12 of 12

**MARYLAND HISTORICAL TRUST  
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ☐  
no ☐

Property Name: Union Railroad Inventory Number: B-5163  
 Address: Perpendicular and running between Boston St. & O'Donnell, east of S. Haven St. City: Baltimore Zip Code: 21224  
 County: Baltimore City USGS Topographic Map: Baltimore East  
 Owner: Canton Railroad Co. Is the property being evaluated a district? ☐ yes  
 Tax Parcel Number: \_\_\_\_\_ Tax Map Number: \_\_\_\_\_ Tax Account ID Number: \_\_\_\_\_  
 Project: Boston Street: Ponca to Conkling Alignment Study Agency: City of Baltimore Dept. of Transportation  
 Site visit by MHT Staff: ☐ no ☐ yes Name: \_\_\_\_\_ Date: \_\_\_\_\_  
 Is the property located within a historic district? ☐ yes ☐ no

*If the property is within a district*

District Inventory Number: \_\_\_\_\_

NR-listed district ☐ yes Eligible district ☐ yes District Name: \_\_\_\_\_

Preparer's Recommendation: Contributing resource ☐ yes ☐ no Non-contributing but eligible in another context ☐

*If the property is not within a district (or the property is a district)*

Preparer's Recommendation: Eligible ☒ yes ☐ no

Criteria: ☒ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☒ None

Documentation on the property/district is presented in: MIHP: B-5163

Description of Property and Eligibility Determination: *(Use continuation sheet if necessary and attach map and photo)*

Incorporated in 1866 by the State of Maryland in 1866, the Union Railroad consisted of nine miles of rail and the 2.88 mile section from Ninth Street to the Canton wharves was constructed by Dull, Wiley & Co. in 1873 (1867-1873). This construction followed 23 years of efforts by the Northern Central RR (a Pennsylvania RR company) to find an alternative to their Fells Point terminus which required horse and cart access to docks and warehouses. In 1850 the company board of directors voted to purchase land for their 'Canton Extension' from the Canton Company, in order to acquire direct access to docks and a relatively undeveloped area to build warehouses. By 1882, Northern Central had bought a controlling share of the Union Railroad and the line served as a means to compete with the Baltimore & Ohio Railroad (a block to the east), rather than having to continue leasing for line access from B&O RR. In the Canton vicinity, PRR also had their Philadelphia, Wilmington and Baltimore line just to the west one block and running through the old Standard Oil Company grounds. By 1882, with the purchase of the Union RR (via Northern Central), PRR had two lines feeding into Baltimore, PW&B RR from the Northeast and Northern Central from the North. Through subsequent consolidations and successions, the PRR was succeeded by the Penn Central, Conrail and Amtrak. Currently, MTA (Canton Railroad), CSX and Norfolk Southern have rail rights on the old Union line. With both lines, as well as the B&O RR providing direct access for shipping, Canton industry grew

**MARYLAND HISTORICAL TRUST REVIEW**

Eligibility recommended ☒ Eligibility not recommended ☐

Criteria: ☒ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☐ None

Comments: \_\_\_\_\_

*[Signature]*  
 Reviewer, Office of Preservation Services  
*[Signature]*  
 Reviewer, NR Program

12/12/08  
 Date  
12/12/08  
 Date

200803881

MARYLAND HISTORICAL TRUST  
NR-ELIBILITY REVIEW FORM

Continuation Sheet No. 2

B-5163

significantly and gave rise to the adjacent factory worker residences (now the Canton NRHP Historic District. The Union Railroad (via Northern Central) can be credited as being the catalyst for the industrial growth of Canton. The portion of standard gage rail between O'Donnell Street and Boston Street remains in use for freight and has the old Standard Oil Company grounds (vacant ) to the west, the Canton Trade Center to the east and near the intersection with O'Donell St, the Cambridge Iron & Metal Company No railroad buildings or ancillary structures line the portion of track between Boston St. and O'Donnell St.

While lacking structures and buildings associated with the Union Railroad, the portion of track between Boston and O'Donnell streets maintains its historic integrity and has significance locally regarding the growth of Canton as well as in terms of the early development of the nations railroad system. It is the opinion of the preparer that the portion of track between both streets is eligible for the NRHP.

Prepared by: Kevin May, Historic  
Preservationist, EAC/Archaeology

Date Prepared: 11.3.2008

# Maryland Historical Trust

## Maryland Inventory of

### Historic Properties Form

Inventory No. B-5163

#### 1. Name of Property (indicate preferred name)

historic Union Railroad  
other Northern Central Railroad, Pennsylvania Railroad, Canton Railroad, CSX Railroad, Northern Suffolk Railroad

#### 2. Location

street and number Perpendicular and between Boston St and O'Donnell St; east of S. Haven St. \_\_\_ not for publication  
city, town Baltimore \_\_\_ vicinity  
county Baltimore City

#### 3. Owner of Property (give names and mailing addresses of all owners)

name Canton Railroad  
street and number 1841 S. Newkirk Street telephone 410-633-9200  
city, town Baltimore state MD zip code 21224

#### 4. Location of Legal Description

courthouse, registry of deeds, etc. liber folio  
city, town Baltimore tax map tax parcel

#### 5. Primary Location of Additional Data

- \_\_\_ Contributing Resource in National Register District  
\_\_\_ Contributing Resource in Local Historic District  
\_\_\_ Determined Eligible for the National Register/Maryland Register  
\_\_\_ Determined Ineligible for the National Register/Maryland Register  
\_\_\_ Recorded by HABS/HAER  
\_\_\_ Historic Structure Report or Research Report at MHT  
\_\_\_ Other: \_\_\_\_\_

#### 6. Classification

Category	Ownership	Current Function	Resource Count
___ district	___ public	___ agriculture	Contributing
<input checked="" type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	___ landscape	Noncontributing
___ structure	___ both	___ commerce/trade	___ buildings
___ site		___ defense	___ sites
___ object		___ domestic	___ structures
		___ education	___ objects
		<input checked="" type="checkbox"/> transportation	___ Total
		___ funerary	
		___ government	
		___ health care	
		___ industry	
		___ recreation/culture	
		___ religion	
		___ social	
		___ work in progress	
		___ unknown	
		___ vacant/not in use	
		___ other:	
			Number of Contributing Resources previously listed in the Inventory
			0

## 7. Description

Inventory No.

B-5163

### Condition

<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins
<input type="checkbox"/> fair	<input type="checkbox"/> altered

Prepare both a one paragraph summary and a comprehensive description of the resource and its various elements as it exists today.

Incorporated in 1866 by the State of Maryland in 1866, the Union Railroad consisted of nine miles of rail and the 2.88 mile section from Ninth Street to the Canton wharves was constructed by Dull, Wiley & Co. in 1873 (1867-1873). This construction followed 23 years of efforts by the Northern Central RR (a Pennsylvania RR company) to find an alternative to their Fells Point terminus which required horse and cart access to docks and warehouses. In 1850 the company board of directors voted to purchase land for their 'Canton Extension' from the Canton Company, in order to acquire direct access to docks and a relatively undeveloped area to build warehouses. By 1882, Northern Central had bought a controlling share of the Union Railroad and the line served as a means to compete with the Baltimore & Ohio Railroad (a block to the east), rather than having to continue leasing for line access from B&O RR. In the Canton vicinity, PRR also had their Philadelphia, Wilmington and Baltimore line just to the west one block and running through the old Standard Oil Company grounds. By 1882, with the purchase of the Union RR (via Northern Central), PRR had two lines feeding into Baltimore, PW&B RR from the Northeast and Northern Central from the North. Through subsequent consolidations and sucessions, the PRR was succeeded by the Penn Central, Conrail and Amtrak. Currently, MTA (Canton Railroad), CSX and Norfolk Southern have rail rights on the old Union line. With both lines, as well as the B&O RR providing direct access for shipping, Canton industry grew significantly and gave rise to the adjacent factory worker residences (now the Canton NRHP Historic District. The Union Railroad (via Northern Central) can be credited as being the catalyst for the industrial growth of Canton. The portion of standard gage rail between O'Donnell Street and Boston Street remains in use for freight and has the old Standard Oil Company grounds (vacant ) to the west, the Canton Trade Center to the east and near the intersection with O'Donell St, the Cambridge Iron & Metal Company. No railroad buildings or ancillary structures line the portion of track between Boston St. and O'Donnell St.

## 8. Significance

Inventory No. B-5163

Period	Areas of Significance	Check and justify below			
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts	
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input type="checkbox"/> industry	<input type="checkbox"/> philosophy	
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> architecture	<input type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government	
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input type="checkbox"/> entertainment/ recreation	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion	
<input type="checkbox"/> 2000-	<input type="checkbox"/> commerce	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> law	<input type="checkbox"/> science	
	<input type="checkbox"/> communications	<input type="checkbox"/> exploration/ settlement	<input type="checkbox"/> literature	<input type="checkbox"/> social history	
	<input type="checkbox"/> community planning		<input type="checkbox"/> maritime history	<input checked="" type="checkbox"/> transportation	
	<input type="checkbox"/> conservation		<input type="checkbox"/> military	<input type="checkbox"/> other:	

Specific dates

Architect/Builder Dull, Wiley &amp; Company

Construction dates ca. 1866-1873

Evaluation for:

☒ National Register☐ Maryland Register☐ not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form – see manual.)

Please see DOE form.

## 9. Major Bibliographical References

Inventory No. B-5163

*Sanborn Fire Insurance Maps of Baltimore Vol. 5, 1890, 1914 & 1936.* Digital Sanborn Maps (<http://sanborn.umi.com/>)  
*Baltimore: The Building of an American City.* The Johns Hopkins University Press, Baltimore, 1997.  
*Canton Historic District, B-3704* NRHP Nomination Form, MHT Library  
USDA Aerial Photographs: *AJO-8-112* (4.23.1938), *AJO-8K-127* (2.14.1953), *AJO-5T-50* (9.25.1957), *AJO-3MM-34* (9.25.1971), Maryland Geological Survey  
Gunnarson, Robert L. *The Story of the Northern Central Railway from Baltimore to Lake Ontario*, 1991  
Sipes, William B. *The Pennsylvania Railroad: Its Origin, Construction, Condition and Connections*, 1875.  
Maryland State Archives online: ([www.archivesofmaryland.net](http://www.archivesofmaryland.net))  
Interstate Commerce Commission, *Valuation Reports Vol. 22*, January 1929, Washington, DC

## 10. Geographical Data

Acreage of surveyed property 1  
Acreage of historical setting 1  
Quadrangle name Baltimore East

Quadrangle scale: 1:24000

### Verbal boundary description and justification

Portion of railroad track bed and right of way perpendicular and running between O'Donnell St to the North and Boston Street to the South, Canton, Baltimore

## 11. Form Prepared by

name/title Kevin May, Historic Preservationist

organization EAC/Archaeology

date 11.3.2008

street & number 4303 North Charles Street

telephone 410.243.6767

city or town Baltimore

state MD

The Maryland Inventory of Historic Properties was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to:

Maryland Historical Trust  
Maryland Department of Planning  
100 Community Place  
Crownsville, MD 21032-2023  
410-514-7600



This is a detailed topographic map of Baltimore, Maryland, showing the city grid, harbor, and various landmarks. A thick black rectangle highlights a specific area on the right side of the map, near the harbor. The map includes labels for streets like Lombard Ave, Foster Ave, Hudson Ave, and Canton St, as well as schools like Patterson Park Jr-Sr High Sch and Highlandtown Sch. A scale bar at the bottom indicates distances up to 400 meters.

Union Railroad  
portion between O'Donnell and Boston Streets  
USGS quad: Baltimore East



B-5163

Union RR

Baltimore City, MD

Kevin F. May

10.25.08

Neg: MDS HPD

1) View North along Union RR from Boston to O'Donnell St



B-5163

Union RR

Baltimore City MD

Kevin F. May

10.25.08

Neg.: MDSHPD

2) View South along Union RR from Burton St to O'Donnell St.

MARYLAND HISTORICAL TRUST  
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: yes ☒   
no ☐

Property Name: Union Railroad Inventory Number: B-5163  
Address: BETWEEN NORTH AVENUE AND BOSTON STREET Historic district: ☒ yes ☐ no  
City: Baltimore Zip Code: 21202 County: Baltimore City  
USGS Quadrangle(s): Baltimore East  
Property Owner: Amtrak Tax Account ID Number: \_\_\_\_\_  
Tax Map Parcel Number(s): PSC0 050 Tax Map Number: \_\_\_\_\_  
Project: Shot Tower Station Hardening Project Agency: MTA; Department of Homeland Security  
Agency Prepared By: AECOM  
Preparer's Name: Vanessa Zeoli Date Prepared: 11/17/2010  
Documentation is presented in: Zeoli, Vanessa, John Lawrence and Paul Schopp (AECOM), Cultural Resources Survey for the Proposed Shot Tower Metro Station Hardening, City of Baltimore, Maryland, 2010.  
Preparer's Eligibility Recommendation: ☒ Eligibility recommended ☐ Eligibility not recommended  
Criteria: ☒ A ☐ B ☒ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G  
*Complete if the property is a contributing or non-contributing resource to a NR district/property:*  
Name of the District/Property: Union Railroad Historic District  
Inventory Number: B-5163 Eligible: ☒ yes Listed: ☐ yes  
Site visit by MHT Staff ☐ yes ☒ no Name: \_\_\_\_\_ Date: \_\_\_\_\_

Description of Property and Justification: *(Please attach map and photo)*

This documentation expands upon two DOE forms completed for the following sections of the Union Railroad in Baltimore:

\* Perpendicular and running between Boston Street and O'Donnell Streets, east of S. Haven Street (Determined Eligible 12/12/2008); and

\* Between O'Donnell Street and Pulaski Highway, east of S. Haven Street (Determined Eligible 4/5/2010).

The intent of this DOE to evaluate the National Register eligibility of the entire Union Railroad line within the City of Baltimore. The line extends from the northern portal of the Baltimore and Potomac Tunnel under the North Avenue Bridge to the southern terminus AT BOSTON STREET IN CANTON.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended ☒ Eligibility not recommended ☐

Criteria: ☒ A ☐ B ☒ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

MHT Comments:

Jim Valerius  
Reviewer, Office of Preservation Services

Reintz  
Reviewer, National Register Program

3/4/2011  
Date

3/8/2011  
Date

## NR-ELIGIBILITY REVIEW FORM

B-5163

Union Railroad

Page 2

The overall railroad line includes a number of buildings, structures, and objects that include (but are not limited to):  
Pennsylvania Station (MIHP No. B-3727, National Register-listed);  
Union Tunnel (constructed in 1873);  
Railroad tracks and track bed (circa 1935);  
Retaining walls;  
Catenary lines;  
Railroad-related buildings; and  
Bridges (several 1930s truss bridges).

## History:

The Union Railroad is a 9.62-mile line completed in 1873 that stretches between the northern portal of the Baltimore and Potomac Tunnel (under the North Avenue Bridge) to the southern terminus of the Northern Central Railway (vicinity of Pulaski Skyway and Interstate 895). A charter to construct the railroad was acquired from the State of Maryland by the Canton Company in 1866. The railroad was built for the purpose of enabling the Northern Central Railway traffic to reach tide-water in Baltimore (via the Canton Company's property), to provide an interchange with the Philadelphia, Wilmington and Baltimore Railroad Company, and as a connector between the Philadelphia, Wilmington and Baltimore Railroad and the Baltimore and Potomac Railroad.

In 1872 the Baltimore and Potomac Railroad line was completed between Baltimore and Washington, but passengers were required to transfer via coach for points going north. Likewise, passengers traveling south were transferred by coach from the Northern Central station at Calvert Street to Lafayette Street. After the construction the Union Railroad (which included the Union Station and the Union Tunnel), passengers boarded at the station on Charles Street and went over the Union Railroad, through the Union Tunnel to Bay View junction, where they connected with the Philadelphia, Wilmington and Baltimore Railroad (Wilson 335). Initially the Northern Central (a Pennsylvania Railroad company) used the Union Railroad line under contract, but bought a controlling share in 1881 as a means of competing with the Baltimore & Ohio Railroad (Wilson 232). In 1881-1882, the PRR also acquired the Pennsylvania, Wilmington, and Baltimore Railroad, thereby securing two routes into Baltimore: the Northern Central Railway from the north and the PW&B from the northeast. With its connection to the Baltimore and Potomac Railroad via the Union Railroad, the PRR succeeded in acquiring a continuous line between New York, Philadelphia, and Washington, D.C. and service began in 1885.

The original Union Station was constructed in 1873 as part of the Union Railroad and to satisfy the need for a suitable downtown depot. Additions were made to the station upon completion of the Baltimore and Potomac Railroad in 1882 and following the Pennsylvania Railroad's acquisition of the Northern Central Railway in 1885, it was completely replaced. By the first decade of the twentieth century the station was no longer able to handle the volume of travelers, and the current station (now known as Pennsylvania Station) was constructed in 1911.

The Union Station yards are located between the Baltimore and Potomac Tunnel and the western terminus of the Union Tunnel (Greenmount Avenue) and are crossed by Maryland Avenue, Charles Street, St. Paul Street, Calvert Street, and Guilford Avenue by overhead bridges (Wilson 289). The yards north of Maryland Avenue were freight yards for the different railroads converging at this point (Wilson 289). Passenger cars were stored in the yard between Maryland Avenue and Charles Street.

During the late nineteenth and into the twentieth century, the PRR improved the Union Railroad line through expansion, full grade separation, and electrification. Today, the route remains in service as part of Amtrak's Northeast Corridor.

## MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended \_\_\_\_\_

Eligibility not recommended \_\_\_\_\_

Criteria:    \_\_\_ A    \_\_\_ B    \_\_\_ C    \_\_\_ D    Considerations:    \_\_\_ A    \_\_\_ B    \_\_\_ C    \_\_\_ D    \_\_\_ E    \_\_\_ F    \_\_\_ G

MHT Comments:

\_\_\_\_\_  
Reviewer, Office of Preservation Services\_\_\_\_\_  
Date\_\_\_\_\_  
Reviewer, National Register Program\_\_\_\_\_  
Date



## National Register evaluation:

The Union Railroad Historic District is significant under Criterion A for its contribution the development of industry and commerce in Baltimore, as well as a catalyst for increased settlement of the city in the late nineteenth century. The Union Railroad was constructed between 1866 and 1873 as a means of connecting the Baltimore and Potomac Railroad line to Washington D.C. with the Philadelphia, Wilmington, and Baltimore Railroad to Philadelphia. Construction of the railroad finally provided a continuous line between these two major cities on the eastern seaboard for both passenger and freight service.

The district is also significant under Criterion C for its engineering merit. In addition to the trackage, the district also includes the Pennsylvania Station (1911; listed on the National Register on 9/12/1975), the 1873 Union Tunnel (located between Greenmount Avenue and North Bond Street), several truss bridges from the 1930s, and catenary lines and signals associated with the PRR's electrification mission in the 1930s.

Contributing resources and character-defining features associated with the railroad line includes passenger stations, switching stations, maintenance/repair buildings, tracks and ties, catenary lines, signals and signs.

## MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended \_\_\_\_\_

Eligibility not recommended \_\_\_\_\_

Criteria:    \_\_\_ A    \_\_\_ B    \_\_\_ C    \_\_\_ D    Considerations:    \_\_\_ A    \_\_\_ B    \_\_\_ C    \_\_\_ D    \_\_\_ E    \_\_\_ F    \_\_\_ G

MHT Comments:

\_\_\_\_\_  
Reviewer, Office of Preservation Services\_\_\_\_\_  
Date\_\_\_\_\_  
Reviewer, National Register Program\_\_\_\_\_  
Date



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B-5163  
Union Railroad  
Baltimore City, MD  
Baltimore East Quadrangle



## PHOTO LOG

**Resource Number:** B-5163 **Resource Name:** Union Railroad Historic District Baltimore, Maryland

**Photographer:** Vanessa Zeoli, Architectural Historian  
AECOM  
516 East State Street  
Trenton, NJ 08602

Photo Date: September 7, 2010

[illegible]



B-5163

Union Railroad Historic District

Baltimore City, Maryland

Vanessa Zeoli

9-7-2010

View NW of substation yard between the Howard Street  
Bridge and Maryland Avenue Bridge

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B-5163

Union Railroad Historic District

Baltimore City, Maryland

Vanessa Teoli

9-7-2010

View north of substation yard between the Howard Street  
Bridge and Maryland Avenue Bridge

(2)





B-5163

Union Railroad Historic District

Baltimore City, Maryland

Vanessa Zeoli

9-7-2010

View northeast of substation yard between the Howard Street  
Bridge and Maryland Avenue bridge

(3)